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CENTRAL INTELLIGENCE AGENCY

4 May 1964

MEMORANDUM FOR THE UNITED STATES INTELLIGENCE BOARD

SUBJECT: Revision of [] Estimate of Chinese Communist
Threats to India

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1. Attached are (a) a draft Memorandum to Holders of the
[] Estimate of the Chinese Communist Air Threat to India,"
dated 17 January 1963, and (b) draft revisions to the appendices
of that estimate. []
has been consulted and the draft revisions, agreed to by the [] and
your representatives, incorporate changes to an earlier draft passed
by USIB on 15 April 1964. These revisions are forwarded for your
review at USIB, Wednesday, 6 May 1964.

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Executive Officer
National Estimates

SPECIAL DISTRIBUTION

MORI/CDF Pages _2 thru 6
and 8/9 _____

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4 May 1964

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MEMORANDUM FOR: Holders of [] Estimate of the Chinese Communist Air Threat to India," dated 17 January 1963

1. Attached are revisions of the appendices to the above estimate designed to provide up-to-date information on Chinese Communist air order of battle.

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2. The conclusions of the estimate (paragraphs 33-38) remain basically valid. The entire matter of the Chinese Communist threat to India is currently under review, including the papers [] Estimate of the Chinese Communist Ground Threat to India from Tibet and Sinkiang" and [] Estimate of Chinese Communist Capabilities for Attacking India Through Burmese Territory," both dated 14 August 1963.

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APPENDIX A

CCAF/CCNAF AIR ORDER OF BATTLE*

TYPE OF AIRCRAFT	ROLE	CCAF		17 JAN 1963 ^{a/}		15 APR 1964 ^{a/}	
		NO.	TOTAL	NO.	TOTAL		
FAGOT (MIG-15)	Jet Ftr (Day)	690		620 ^{b/}			
FRESCO (MIG-17)	Jet Ftr (Day)	785		780			
FRESCO D (MIG-17D)	Jet Ftr (LAW) ^{c/}	145		145			
FARMER (MIG-19)	Jet Ftr (Day)	60		80 ^{d/}			
			1,680		1,625		
BEAST (IL-10)	Piston Engine Ftr (Grnd Atk)	40	40	40			
FAGOT (MIG-15)	Jet Ftr (Grnd Atk)	--	^{e/}	30 ^{f/}	70		
				^{b/}			
BAT (TU-2)	Piston Lt Bmr	100		90			
BEAGLE (IL-28)	Jet Lt Bmr	175		160 ^{b/}			
BULL (TU-4)	Piston Med Bmr	15		15			
BADGER (TU-16)	Jet Med Bmr	--		2 ^{g/}			
			290		267		
C46/C47	Transport	30		30			
CAB	Transport	35		35			
COACH	Transport	35		30			
COLT	Transport	25		50 ^{h/}			
COOT	Transport	2		2			
CRATE	Transport	45		47			
			172		194		
HOUND	Helicopter	--	--	20 ^{i/}	20		
TOTAL			2,182		2,176		

CCNAF			
FAGOT	Jet Ftr (Day)	170	140 ^{b/}
FRESCO	Jet Ftr (Day)	70	55
FRESCO D	Jet Ftr (LAW) ^{c/}	30	30
		270	225

* This Appendix supersedes old Appendix A.

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BAT	Piston Lt Bmr	5		5	
BEAGLE	Jet Lt Bmr	150		130 ^{b/}	
			155		135
CAB	Transport	15		15	
COLT	Transport	5		15 ^{b/}	
CRATE	Transport	5		5	
			25	5 ^{b/}	35
MADGE	Reconnaissance	10	10	5	5
			450		400
TOTAL					
COMBINED CCAF/CCNAF TOTAL			2,672 ^{j/}		2,576

- a/ Figures rounded to nearest five except for the BADGERS, COOTS, and CRATES.
- b/ Reuction due to attrition.
- c/ Limited all weather fighter.
- d/ We do not believe that there has been an increase in FARMERS during the past year. Rather, we believe that our earlier estimate of 60 should have been 80.
- e/ Reference to 30 MIG-15 (FAGOTS), as being specially trained in ground attack, was carried in a footnote to Appendix A in the study dated 17 January 1963 and was not included in the total.
- f/ A unit of 30 MIG-15 (FAGOTS) continues to be specially trained in ground attack. All FAGOT/FRESCO aircraft, however, are adaptable to ground attack operations. 25X1
- g/ Although these BADGERS may participate in training activity, we do not believe they are capable of conducting combat operations.
- h/ Increase due to domestic production.
- i/ Although HOUNDS probably have been produced within China for several years, our first confirmed evidence of utilization within the CCAF has come within the past year.
- j/ This total adjusted to include the 30 ground attack FAGOTS. See Foot-note "e" above.

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APPENDIX B

AIRCRAFT PERFORMANCE REVISIONS*

The following information reflects the more important changes in estimated aircraft performance characteristics from those provided in Appendix B to the [] Threat Study dated 17 January 1963.

1. Change FRESCO A and B maximum knots at sea level (intercept mission and ground attack) from 570 to 590. Change FRESCO C maximum knots at sea level (intercept mission and ground attack) from 570 to 605. Change FRESCO D maximum knots at sea level (intercept mission) from 570 to 605.

2. Change FARMER A, C, and D maximum knots at sea level (ground attack) from 570 to 650.

3. Change BEAGLE information as follows:

<u>Bomb Wt. lbs.</u>	<u>All-up Wt. lbs.</u>	<u>Maximum Kts</u>		<u>Combat Radius N.M.</u>		
		<u>Old</u>	<u>- New</u>	<u>Old</u>	<u>-</u>	<u>New</u>
6,600	51,000	425	- 480	600	-	550
4,400	48,800	430	- 480	610	-	560
2,200	46,600	435	- 485	620	-	570
2,200	40,500	445	- 490	400	-	310

4. Change BADGER information as follows (assuming a 10,000 lb. bomb load):

<u>Fuel Wt. lbs.</u>		<u>All-up Wt. lbs.</u>		<u>Max. Kts.</u>	<u>Cruise Kts.</u>		<u>Combat Radius N.M.</u>	
<u>Old</u>	<u>- New</u>	<u>Old</u>	<u>- New</u>	<u>Old - New</u>	<u>Old</u>	<u>- New</u>	<u>Old</u>	<u>- New</u>
75,500-71,400		170,000-167,000		490 - 540	465	- 445	1,700	- 1,450

Also, delete the statement that the BADGER can carry a maximum bomb load of 22,000 lbs. with a reduced radius of 1,300 n.m.

* These changes revise certain portions of old Appendix B.

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APPENDIX B

5. Change CRATE information as follows:

<u>Fuel Wt. lbs.</u>		<u>Freight lbs.</u>		<u>Range N.M.</u>	
<u>Old</u>	<u>New</u>	<u>Old</u>	<u>New</u>	<u>Old</u>	<u>New</u>
5,500	5,550	4,600	4,750	1,400	No change
1,600	2,300	8,500	8,100	400	500

6. Change COOT information as follows:

<u>Fuel Wt. lbs.</u>		<u>Freight lbs.</u>		<u>Range N.M.</u>	
<u>Old</u>	<u>New</u>	<u>Old</u>	<u>New</u>	<u>Old</u>	<u>New</u>
40,200	No change	22,000	23,000	2,500	2,480
31,200	32,400	31,000	30,800	1,600	1,840

7. Change COLT information as follows:

<u>Freight lbs.</u>		<u>All-up Wt. lbs.</u>		<u>Range N.M.</u>	
<u>Old</u>	<u>New</u>	<u>Old</u>	<u>New</u>	<u>Old</u>	<u>New</u>
2,700	3,000	11,500	12,700	485	855

Delete second line item on the COLT in its entirety.

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APPENDIX C

MAP

(To come)

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APPENDIX D

AIRFIELDS IN TIBET AND WESTERN CHINA*

The following is a revised summary of airfields in China which are most likely to be used for operations against India.

39°31'N 75°58'E	KASHGAR/ZANG KARAVUL	4,000 feet, packed gravel. (4,000 feet a.m.s.l.) serviceable.
38°25'N 77°17'E	SOCHE (YARKAND)	3,800 feet, natural surfacing. (4,400 feet a.m.s.l.) serviceable.
37°09'N 79°52'E	HOTIEN (KHOTAN)	5,000 feet, packed gravel. (3,000 feet a.m.s.l.) serviceable.
30°30'N 91°06'E	LHASA (TANG-HSIUNG)	13,000 feet, macadam. (14,177 feet a.m.s.l.) serviceable.
31°33'N 91°44'E	NAGCHHU DZONG	12,000 feet (est.) claybound crushed rock. (15,000 feet a.m.s.l.) temporarily unserviceable.
36°45'N 95°35'E	KA-ERH-MU (GOLMO)	12,000 feet, macadam. (9,000 feet a.m.s.l.) serviceable.
32°53'N 96°47'E	YUSHU	11,200 feet, claybound crushed rock. (12,525 feet a.m.s.l.) serviceable.

* This Appendix supersedes old A appendix D in its entirety.

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APPENDIX D

31°37'N 100°02'E	KANTZU	11,000 feet, claybound crushed rock. (11,500 feet a.m.s.l.) serviceable.
30°43'N 103°57'E	CHENG TU/WENCHIAN	7,500 feet, concrete. (1,700 feet a.m.s.l.) serviceable.
25°27'N 100°44'E	PFITUN	7,800 feet, concrete. (6,500 feet a.m.s.l.) serviceable.
25°00'N 102°45'E	KUNMING	9,800 feet, concrete. (6,220 feet a.m.s.l.) serviceable.
23°24'N 103°19'E	MENG TZU WEST	7,900 feet, concrete. (4,700 feet a.m.s.l.) serviceable.

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